

LOUDOUN PARKWAY CENTER
ZONING MAP AMENDMENT and MINOR SPECIAL EXCEPTION APPLICATION
ZMAP 2013-0006 and SPMI 2013-0004

STATEMENT OF JUSTIFICATION

August 7, 2013

I. Introduction

SA Associates South L.L.C. (the “*Applicant*”) proposes to rezone approximately 122 acres of undeveloped office and light industrial ground in the Loudoun Parkway Center project (ZMAP 1990-0015) more particularly identified as a portion of Tax Map 93, Parcel 13 (PIN: 090-38-7633) (the “*Property*”) within the Dulles Election District. The Property is bordered by Loudoun County Parkway to the northwest, the Dulles Greenway to the north and northeast, Broad Run to the east and south, and existing residential and community uses within the developed portion of Loudoun Parkway Center to the west. The Property is zoned PD-OP and PD-IP under the Revised 1993 Zoning Ordinance (the “*Zoning Ordinance*”), and is also subject to the AI-Airport Impact Overlay District and the FOD-Floodplain Overlay District.

The Property is located between Loudoun County’s two planned Metro stations and along two of the County’s primary development corridors. To accommodate the future growth that will be drawn to these Metro stations, the Applicant has proposed a mixed-use, transit-oriented development with Class A office buildings encompassing retail and integrated residential uses to create a self-sustaining community.

II. Background and Rezoning Proposal

The Property currently is zoned PD-IP and PD-OP and is subject to the uses and densities approved under ZMAP 1990-0015, Loudoun Parkway Center. That rezoning case authorized the development of approximately 1.5 million square feet of office, light industrial and hotel uses on the Property, but despite a prominent location on the Dulles Greenway, the Property has remained vacant over the years. With the coming of Metrorail service to Eastern Loudoun in the not too distant future, the Applicant now proposes an integrated mixed-use community that will have the synergy needed to support the Class A office uses desired along the Dulles Greenway.

Although the proposed Loudoun Center Parkway project will be comprised of different zoning districts, R-8, R-16, PD-OP and PD-TC, the proposed mixed-use community will employ coordinated design concepts to yield built and natural environments that flow seamlessly from one area to the next. Zoning ordinance modifications are requested that will allow a uniform streetscape design theme, uniform building setbacks, increased building heights and an integration of uses within Loudoun Parkway Center.

The heart of the proposed Loudoun Parkway Center project is the proposed PD-TC district that is within one mile of the Route 772 Metro station and the Route 606 Metro station. The Town Center district is the centerpiece of the development, planned around an expansive Town Green that unifies the office, commercial, residential and civic uses. A grid-like pattern of streets with strong pedestrian connections will facilitate movement from one area of the Town Center to the next and will provide office workers and residents easy access to the retail uses. The PD-TC district is planned for 350,000 square feet of office uses and a 200 room hotel, all proximate to the Dulles Greenway, approximately 75,000 square feet of ground-floor commercial uses, over 22,000 square feet of civic uses, and 560 multi-family residential units. The proposed PD-OP district continues the theme of high-rise office buildings along the Dulles Greenway with two office buildings with a total floor area of approximately 455,000 square feet that flank the eastern end of Barrister Street. The Town Center transitions into the existing residential uses to the west by means of two townhouse neighborhoods located on the south side of Barrister Street. The R-8 district will include up to 145 townhouse units and the R-16 district will include up to 210 townhouse units.

III. Minor Special Exception Request

The Zoning Ordinance specifies additional regulations for hotel/motel uses in Section 5-611 that include the following:

“B. Site Development Criteria. (2) Hotel/Motel uses shall be separated from agricultural, residential, or institutional uses by a landscape buffer with a minimum width of 100 feet, or the minimum width required by Section 5-1400 of this Ordinance, whichever is greater.”

A minor special exception is requested to eliminate this minimum landscape buffer requirement in order to support the overall design of the proposed PD-TC district. The proposed hotel is an integral component of the proposed mixed-use community. The elimination of the landscape buffer requirement for the hotel will allow a coordinated treatment of building setbacks, landscaping and streetscape design throughout the PD-TC district. As noted above, zoning modifications have been requested to allow the proposed uses to enjoy uniform building setbacks and streetscape design.

IV. Compliance with the Comprehensive Plan

The Property, which sits between the two Metrorail stations, is uniquely situated to realize many of the goals Loudoun County has identified in both the TOD and TREC nodes defined in the Revised General Plan (“**RGP**”). Development along the Dulles Greenway will include office and employment uses as desired in the TREC designation the County has applied to the Route 606 Metro Station and specified as a general characteristic of the Suburban Policy area along the eastern portion of the Dulles Greenway. Furthermore, as the Property is designated for Keynote Employment uses, Loudoun Parkway Center has been designed so that prominent office buildings are located adjacent to the Dulles Greenway.

The Town Center area is anchored by a Town Green for community activities and is designed for an integrated mix of employment, commercial, civic and residential uses that will

support the TOD policy area that surrounds the Route 772 Metro Station. The Town Center area, together with the R-8 and R-16 neighborhoods, is intended to be self-sustaining with a well-balanced mix of uses to create a vibrant live, work and play community.

V. Transportation

The location of Loudoun Parkway Center in respect to transportation infrastructure is almost unparalleled in Loudoun County. The proposed project has easy access to the County's two planned Metro stations and fronts on both the Dulles Greenway and Loudoun County Parkway. A number of regional road improvements have been completed under the existing proffer commitments, including recent improvements to the Loudoun County Parkway and Shellhorn Road intersection. The proposed mixed-use project, which will generate fewer peak hour and daily trips than the approved development program for the Property, will complete the construction of Barrister Street to the Dulles Greenway right-of-way.

VI. Summary

The coming of Metrorail service in 2018/2019 to the eastern end of the Dulles Greenway corridor makes this the perfect time to re-visit the office and light industrial uses approved for the Property, which uses have not materialized in the 20 years since the current zoning was approved, and to embrace a dynamic mixed-use project with the variety of uses necessary to ensure the success of the employment uses that have long been planned for this area. Loudoun Parkway Center represents an opportunity to foster significant economic development between the Route 606 and Route 772 Metro Stations and along the Loudoun County Parkway corridor with less traffic impact than the approved development program. We respectfully request the support of the Staff, Planning Commission and Board of Supervisors for this Application.

Zoning Map Amendment Matters for Consideration
Revised 1993 Zoning Ordinance Section 6-1211(E)

1. *Is the proposed zoning district classification consistent with the Comprehensive Plan?*

The Revised General Plan (the “**RGP**”) designates the Property as Keynote Employment. The proposed PD-OP District and the office and hotel components of the PD-TC District are consistent with the RGP will further the RGP goal of creating a Class A office environment in the Dulles Greenway Corridor. The proposed R-8 and R-16 Districts are adjacent to existing residential areas in Loudoun Parkway Center that are planned for Business uses, which include a residential component.

2. *Are there any changed or changing conditions in the area affected that make the proposed rezoning appropriate?*

The Metro Stations at Route 606 and Route 772 are planned to be open in 2018/2019 and both are within one mile of the Property. These transit uses represent a changed condition in the character of the area surrounding the Property and provide opportunities for mixed-use communities with achievable office elements.

3. *Are the range of uses in the proposed zoning district classification compatible with the uses permitted on other property in the immediate area?*

The proposed residential uses are compatible with the adjacent existing residential uses in Loudoun Parkway Center. The uses in the proposed PD-TC District will be compatible with the Dulles Parkway Center mixed-use community located to the northwest.

4. *Do adequate utility, sewer and water, transportation, school and other facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned?*

Yes. The necessary utility infrastructure is in place. The local transportation network has been upgraded by the owner of the Property and the proposed rezoning will result in less traffic than the currently approved development program.

5. *What is the effect of the proposed rezoning on the County’s ground water supply?*

The Property will be served by public water and there will be no adverse effect on the County’s groundwater supply.

6. *What is the effect of uses allowed by the proposed rezoning on the structural capacity of the soils?*

The proposed uses for the Property are not anticipated to have any adverse impact on the structural capacity of the soils.

7. *What impact will the uses that would be permitted if the property were rezoned have upon the volume of vehicular and pedestrian traffic safety in the vicinity of the property? Will the proposed rezoning use sufficient measures to mitigate the impact of through construction traffic on existing neighborhoods and school areas?*

The traffic study submitted with the Application indicates that the proposed development program will generate less traffic than the approved development program. Construction traffic will not need to traverse any residential neighborhoods or school areas to access the Property.

8. *Does a reasonably viable economic use of the property exist under the current zoning?*

No. The existing zoning of the Property has failed to realize any economic use in over 20 years. The Application proposes a mix of complementary uses that will foster commercial development and expand the County's tax base.

9. *What is the effect of the proposed rezoning on the environment or natural features, wildlife habitat, vegetation, water quality and air quality?*

The proposed rezoning will not adversely impact the environment.

10. *Does the proposed rezoning encourage economic development activities in areas designated by the Comprehensive Plan and provide desirable employment and enlarge the tax base?*

The proposed rezoning will stimulate economic development activities between the planned Metro Stations and will provide employment opportunities along with increasing the tax base.

11. *Does the proposed rezoning consider the needs of agriculture, industry, and businesses in future growth?*

The proposed rezoning considers the future growth needs of businesses by providing an achievable amount of office space in a premier location next to the Dulles Greenway and within a mile of the two planned Metro Stations. The proposed rezoning also includes a high-quality hotel and retail businesses, as well as desirable housing options.

12. *Does the proposed rezoning consider the current and future requirements of the community as to land for various purposes as determined by population and economic studies?*

The proposed rezoning meets the anticipated community need for high-quality job opportunities, an expanded commercial tax base, and housing options.

13. *Does the proposed rezoning encourage the conservation of properties and their values and encourage the most appropriate use of land throughout the County?*

Not applicable to this application.

14. *Does the proposed rezoning consider trends of growth or changes, employment and economic factors, the need for housing, probable future economic and population growth of the County, and the capacity of existing and/or planned public facilities and infrastructure?*

The proposed rezoning considers the changes in the Dulles Greenway corridor brought about by the arrival of Metrorail in the 2018/2019 time frame, market demand for office space and the changes in land use planning principles that have occurred over the past two decades. The proposed mixed-use community responds to market demands for a pedestrian-oriented live, work, and play setting and anticipates the future growth of high-end office uses within eastern Loudoun County. The proposed recreational amenities will address the needs of future residents and tenants.

15. *What is the effect of the proposed rezoning to provide moderate housing by enhancing opportunities for all qualified residents of Loudoun County?*

The proposed development will provide housing options for Loudoun County residents in a mixed-use, pedestrian-friendly environment with affordable transit options. The proposed development also will include Affordable Dwelling Units as required by the Zoning Ordinance.

16. *What is the effect of the rezoning on natural, scenic, archaeological, or historical features of significant importance?*

The rezoning will provide a minimum 150-foot wide scenic creek valley buffer that will preserve a greenway along scenic Broad Run. Such a buffer is not incorporated in the approved plan under ZMAP 1990-0015. There are no other significantly important natural, scenic, archaeological or historic features on the Property.

SPECIAL EXCEPTION MATTERS FOR CONSIDERATION

REVISED 1993 ZONING ORDINANCE SECTION 6-1310

- (A) *Whether the proposed special exception is consistent with the Comprehensive Plan.*

The proposed Minor Special Exception requests the elimination of a 100-foot wide landscape buffer required between hotel and residential uses by the site development criteria of Section 5-611.B of the Zoning Ordinance. The removal of such a buffer is consistent with the RGP design guidelines regarding pedestrian-friendly streetscapes and accessibility in Town Center settings.

- (B) *Whether the proposed special exception will adequately provide for safety from fire hazards and have effective measures of fire control.*

Not applicable to the requested Minor Special Exception.

- (C) *Whether the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impacts the uses in the immediate area.*

The hotel use will not cause any negative noise impacts on nearby uses.

- (D) *Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area.*

All exterior lighting for the proposed hotel use will be designed to minimize glare on adjacent uses. The proposed hotel use will comply with Section 5-1504 "Light and Glare Standards" of the Zoning Ordinance.

- (E) *Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.*

The proposed hotel use will be compatible with all adjacent uses.

- (F) *Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood adequately screen surrounding uses.*

Both the hotel and residential sites will incorporate landscaping and a proposed Town Green will separate the hotel and residential uses.

- (G) *Whether the proposed special exception will result in the preservation of any topographic or physical, natural, scenic, archeological or historic feature of significant importance.*

There are no significantly important natural, scenic, archaeological or historic features applicable to the requested Minor Special Exception.

- (H) *Whether the proposed special exception will damage existing animal habitat, vegetation, water quality (including groundwater) or air quality.*

Not applicable to the requested Minor Special Exception.

- (I) *Whether the proposed special exception at the specified location will contribute to or promote the welfare or convenience of the public.*

Not applicable to the requested Minor Special Exception.

- (J) *Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.*

Not applicable to the requested Minor Special Exception.

- (K) *Whether, in the case of existing structures proposed to be converted to uses requiring a special exception, the structures meet the code requirements of Loudoun County.*

Not applicable to the requested Minor Special Exception.

- (L) *Whether the proposed special exception will be served adequately by essential public facilities and services.*

Not applicable to the requested Minor Special Exception.

- (M) *The effect of the proposed special exception on groundwater supply.*

Not applicable to the requested Minor Special Exception.

- (N) *Whether the proposed use will affect the structural capacity of the soils.*

Not applicable to the requested Minor Special Exception.

- (O) *Whether the proposed use will negatively impact orderly and safe road development and transportation.*

Not applicable to the requested Minor Special Exception.

- (P) *Whether the proposed special exception use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.*

Not applicable to the requested Minor Special Exception.

- (Q) *Whether the proposed special exception considers the needs of agriculture, industry and businesses in future growth.*

Not applicable to the requested Minor Special Exception.

(R) *Whether adequate on and off-site infrastructure is available.*

Not applicable to the requested Minor Special Exception.

(S) *Any anticipated odors which may be generated by the uses on site, and which may negatively impact adjacent uses.*

Not applicable to the requested Minor Special Exception.

(T) *Whether the proposed special exception uses sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and school areas.*

Not applicable to the requested Minor Special Exception.